

BEFORE THE  
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 378

IN THE MATTER OF:

Application of D. C. Transit	)	Served September 1, 1964
System, Inc. for Authority	)	
to Reroute and Extend its	)	Application No. 275
Route Y-8 in Montgomery County,	)	
Maryland.	)	Docket No. 60

APPEARANCE:

Gordon Phillips, Attorney for D. C. Transit System, Inc., applicant.

On July 23, 1964, D. C. Transit System, Inc., filed an application requesting authority to reroute and extend its route Y-8 in Montgomery County, Maryland, effective September 14, 1964, as follows:

Abolish Portions:

Outbound:

(1) From the intersection of Randolph and Selfridge Road, south on Selfridge Road, west on Mahan Road, and north on Charles Road to its intersection with Randolph Road (Loop No. 1).

(2) From the intersection of Randolph and Colin Roads, south on Colin and Idlewood Roads, west on Garrett Park Road and north on Dewey Road to its intersection with Randolph Road (Loop No. 2).

Inbound:

(3) From the intersection of Randolph Road and Dewey Road, north on Dewey Road, east on Edgebrook Drive, south on Selfridge Road and east on Gridley Road to its intersection with Viers Mill Road (Loop No. 3).

Established Portion:

Outbound:

(1) Over the existing route to the intersection of Randolph and Selfridge Roads, thence west on Randolph Road, south on Rockinghorse Road and Boiling Brook Parkway, east on Topping Road, north on Ashley and Rockinghorse Roads, west on Randolph Road, north on Rockville Pike and East Montgomery Avenue, west on Halpine Road, north on Jefferson Street, southwesterly on Congressional Lane to terminal stand, south of entrance to Congressional Towers Apartments.

Inbound:

(2) From terminal stand, continue southwesterly on Congressional Lane, east on Rollins Avenue, north on Jefferson Street, east on Halpine Road, south on East Montgomery Avenue and Rockville Pike, east on Randolph Road, south on Rockinghorse Road and Boiling Brook Parkway, east on Topping Road, north on Ashley Drive and Rockinghorse Road, east on Randolph Road to its intersection with Viers Mill Road and thence over the existing route.

Order No. 375 served July 28, 1964 set the matter for hearing for 9:30 A. M., Monday, August 24, 1964 at the offices of the Commission, 1815 North Fort Myer Drive, Arlington, Virginia. On that date and at the prescribed time the matter came on for hearing before Hearing Officer Charles W. Overhouse.

The record shows that D. C. Transit System, Inc. posted notice of the subject matter of the hearing and of the time and place thereof in each of the vehicles operating over the affected routes. A copy of the order setting the matter for hearing was sent to all known interested persons. A notice of the application and hearing was published in the Washington Post, July 31, 1964.

At the beginning of the hearing, applicant requested that the application be amended so as to delete the request for abandonment from the intersection of Randolph and Colin Roads, south on Colin and Idlewood Roads, west on Garrett Park Road and north on Dewey Road to its intersection with Randolph Road (Loop No. 2). The request for this amendment was approved.

No one appeared at the hearing in protest to the application. However, the Commission received a petition protesting the discontinuance of the bus route through Viers Mill Village (Loop No. 2). It appears the amendment to the application will satisfy the protests of the majority who signed the petition.

This leaves for consideration the request for abandonment of Loop No. 1 and Loop No. 3.

Loop No. 1 is a one block loop. Applicant's Exhibit No. 1 shows that on a normal day, two passengers boarded and four passengers alighted on this loop. It is the Commission's opinion that more passengers will be benefited than discommoded if the applicant is authorized to discontinue this loop. The Commission finds that public interest does not require the operation of this loop.

On August 11, 1964 the Company made a count of the number of passengers boarding and alighting on Loop No. 3 and found that no passengers boarded and one passenger alighted. The Commission finds that public interest does not require the operation of this loop.

The extension requested will provide a connecting link with the shopping centers of Congressional Plaza, Rockville Super Giant, E. J. Korvette, Viers Mill, Wheaton, Montgomery Hills and Silver Spring. This extension will provide a new cross-country route and offer greater convenience for Maryland patrons who are now required to travel circuitous routes and transfer between vehicles to reach these shopping and employment centers. It is the Commission's opinion that public convenience and necessity require that applicant's route Y-8 be extended as requested.

**THEREFORE, IT IS ORDERED:**

1. That D. C. Transit System, Inc. be, and it is hereby, authorized to change route Y-8 as follows:

a. Discontinue portion of route from the intersection of Randolph and Selfridge Road, south on Selfridge Road, west on Mahan Road and north on Charles Road to its intersection with Randolph Road.

b. Discontinue portion of route from the intersection of Randolph and Dewey Roads, north on Dewey Road, east on Edgebrook Drive, south on Selfridge Road and east on Gridley Road to its intersection with Viers Mill Road.

c. Extend the outbound route from the intersection of Randolph and Selfridge Roads, west on Randolph Road, south on Rockinghorse Road and Boiling Brook Parkway, east on Topping Road, north on Ashley and Rockinghorse Roads, west on Randolph Road, north on Rockville Pike and East Montgomery Avenue, west on Halpine Road, north on Jefferson Street, southwesterly on Congressional Lane to terminal stand south of entrance to Congressional Towers Apartments.

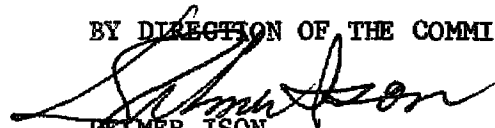
d. Extend the inbound route from the terminal stand at Congressional Towers Apartments, southwesterly on Congressional Lane, east on Rollins Avenue, north on Jefferson Street, east on Halpine Road, south on East Montgomery Avenue and Rockville Pike, east on Randolph Road, south on Rockinghorse Road and Boiling Brook Parkway, east on Topping Road, north on Ashley Drive and Rockinghorse Road, east on Randolph Road to its intersection with Viers Mill Road and thence over the existing route.

2. That D. C. Transit System, Inc. Certificate of Public Convenience and Necessity No. 5 be, and it is hereby, amended in accordance with paragraph 1 above, by incorporating First Revised Page 6 cancelling Original Page 6 shown in Appendix A attached hereto, and made a part hereof.

3. That this Order shall be effective September 14, 1964.

4. That at least ten days prior to the effective date of the changes authorized, D. C. Transit System, Inc. shall post notice of changes in all buses operating over the route affected.

BY DIRECTION OF THE COMMISSION:

  
DELMER ISON  
Executive Director

- No. 32\*      From junction Viers Mill and Randolph Road over Randolph Road to junction Colin Road, thence over Colin Road to junction Idlewood Road, thence over Idlewood Road to junction Garrett Park Road, thence over Garrett Park Road to junction Dewey Road, thence over Dewey Road to junction Randolph Road, thence over Randolph Road to junction Rockinghorse Road, thence over Rockinghorse Road to junction Boiling Brook Parkway, thence over Boiling Brook Parkway to junction Topping Road, thence over Topping Road to junction Ashley Drive, thence over Ashley Drive to junction Rockinghorse Road, thence over Rockinghorse Road to junction Randolph Road, thence over Randolph Road to junction Rockville Pike, thence over Rockville Pike and E. Montgomery Avenue to junction E. Halpine Road, thence over E. Halpine Road to junction E. Jefferson Street, thence over E. Jefferson Street to junction E. Congressional Lane, thence over E. Congressional Lane to junction E. Rollins Avenue, thence over E. Rollins Avenue to junction E. Jefferson Street, thence over E. Jefferson Street to junction E. Halpine Road and return, including Randolph Road between Dewey Road and Colin Road.  
NOTE: Short route trips use Selfridge Road between Randolph Road and Gridley Road and Gridley Road between Selfridge Road and Viers Mill Road.
- No. 33      From junction Viers Mill Road and Parkland Drive, over Parkland Drive to junction Aspen Hill Road, thence over Aspen Hill Road to junction Viers Mill Road and return over same route.
- No. 34      From junction Georgia Avenue and Randolph Road, over Randolph Road to junction Terrapin Road, thence over Terrapin Road to junction Sheraton Street, thence over Sheraton Street to junction Epping Road, thence over Epping Road to junction Holdridge Road, thence over Holdridge Road to junction Weller Road, thence over Weller Road to junction Connecticut Avenue, thence over Connecticut Avenue to junction Dean Road, thence "U" turn and continue Connecticut to junction Greenley Street, and return over Greenley Street to junction Weller Road, thence over Weller Road to junction Valleywood Drive, thence over Valleywood Drive to junction Janet Road, thence over Janet Road to junction Flack Street, thence over Flack Street to junction Weller Road, thence over Weller Road to junction Georgia Avenue.